steamer Lawrence will take pay passengers to Texas City. Destitute persons who have relatives to go to elsewhere will receive credentials from the Relief Committee, and will be taken to Texas City free of charge and carried by the Galveston, Houston and Henderson Railroad to Houston free. Mr. Van Vleck is arranging transportation for them from Houston to their destinations. This service will begin at So'clock morrow merning.

Work on the waterworks has not proceeded so satisfactorily as had been hoped for. The men did not work last night. Chief Engineer Reynolds has not been at the works since yesterday morning. Alderman McMaster took charge of the work. The machinery has been cleared of the debris and the pipes found to be hadly damaged, and plumbers, steamfitters and bollermakers are at work on them. Mr. McMaster says it will be possible to turn water into the

POLICE TAKE STRINGENT MEASURES.

All saloons were closed by the Chief of Police on Sunday. At a meeting of the General Committee with the city officials to-day the policing of the city was discussed. Mayor Jones announced that Adjutant-General Scurry would take charge of the situation with the soldiers and the citizen soldiery. The city is patrolled by about two thousand police officers, special officers, soldiers and deputy sheriffs. Deputy Chief of Police Amundsen is acting as Chief. Morris Kahn has been appointed Deputy Chief of Police. Chief Ketcham is engaged in other work outside of the Police Department. Sheriff Thomas has charge of the deputy sheriffs and special deputies, while J. H. Hawley is in command of the military forces guarding property and protecting the inhabitants during the disturbed state of affairs.

Orders were issued to the soldiers and police to kill any person caught in the act of robbing the dead. Up to Tuesday morning seven negro vandals had been discovered, and had paid the penalty of their crime with their lives. They were shot dead, and their bodies were carted away with dead victims of the storm.

No liquor is permitted to be sold under any circumstances, unless ordered by the chairman of one of the committees or by a physician, who must state that it is to be used for medicinal purposes. All persons not having business on the streets after dark must be identified before they are allowed to pass. Unless identification is forthcoming they are arrested. No person is allowed to work in or about any building unless he has a written permit signed by the Chief of Police or deputy chief. No person is permitted to carry furniture or other property through the streets unless he has a written permit from the proper authority.

The Police Department has issued strict orders, which will be enforced to the letter, to clear the city of all the outside sporting element. Dotectives from Houston and Dallas have arrived here. No gambling is permitted, and any violations of this rule are prosecuted to the fullest

INCIDENTS OF THE STORM.

During the story Saturday the young men of the Boddiker family, with the aid of a skiff, rescued over forty people, and took them to the University Building, where they found shelter.

People tell of getting out of their houses just In the nick of time. They tell of seeing people struck by flying timbers and crushed to death before their eyes. One man was cut off from his family just as he thought he had them rescued, and saw them sink beneath the water on the other side of a barrier. He turned in and helped to rescue others who were in peril. One woman carried her five-months-old babe in her arms from her house, only to see a beam strike the child on the head, killing it instantly. She suffered a broken leg and bruised body.

Dr. J. M. Fry, who has been an observer of the weather for fifteen years, has a theory that the storm which visited Galveston originated in the vicinity of Port Eads and was not the hurricane which was reported on the Florida coast. On that day a storm was reported moving in a westerly direction from Key West. It moved up the Atlantic coast. The Mallory steamer Comal ran into it and reported a great number of wrecks. The supposition that this was the same storm that reached Galveston by doubling back on its tracks he thinks is a mistake. The first knowledge of the Galveston storm was the first knowledge of the Galveston storm was the report of a wind velocity of forty-eight miles an hour at Port Eads on Saturday evening. High winds were also reported at Pass Christian. The Port Eads storm, Dr. Fry thinks, was a distinct storm from that of Florida, and was confined to the Gulf.

Eighteen people were caught in the Grothger grocery store, and it is presumed that all were lost, as the building was swept away entirely. The Greenen hursel eight people south of Avenue

lost, as the building was swept away entirely. The firemen buried eight people south of Avenue O to-day. The graves were marked with pieces of garments worn by the persons. William Love, a printer on "The Houston Post," who formerly lived in Galveston, swam the bay on Monday to reach his family, whom he found to be alive in Galveston. He swam from pier to pier on the railroad bridwes.

AWFUL NIGHT IN A LIGHTHOUSE. In the Boltvar lighthouse, which stands 120 feet high on Bolivar Point, across the bay from Galveston, about 125 people sought refuge from the storm Saturday evening. Among them was County Road Superintendent Kelso. Mr. Kelso stated to a "News" reporter when he reached Galveston on Monday afternoon that the hun-fred or more refugees spent an awful night in the lighthouse Saturday night. The supply of fresh water was soon exhausted, and an effort was made to secure water by catching the rain water in buckets suspended at the top of the lighthouse. The experiment was a success in a way, but it demonstrated a remarkable incident showing the force of the wind. The bucket was soon filled with water, but it was salty and could not be used. The salt water spray was shot skyward over one hundred and thirty feet and mingled with the rain water that fell in the buckets. A quantity of fresh water was, however, finally obtained. Twelve bodies were

however, finally obtained. Twelve bodies were recovered near the lighthouse.

Mr. Mutti, a storekeeper, lost his life after a display of uncommon heroism. When the storm struck the city he hitched up a one horse cart and started out to rescue his nelghbors. Cartload after cartload he carried in safety to a fire company house. On three occasions the cartload of human beings, some half dead, others crazed with fright, was carried for blocks by the raging currents, but he landed all of them safely, even to his last load, when he met his death. As he attempted to pass into the his death. As he attempted to pass into the building on his last trip, the fire house suc-minded to the wind and collapsed, Mutti being killed by being struck by some of the wreckage. Professor Buckner, of the Buckner Orphans' his death. Home of Dallas, arrived here yesterday and at cance went to the City Hall. He offered to throw the doors of his establishment wide open for the orphans of Galveston, and announced that he was ready to care for from one hundred to one hundred and fifty of the children.

THE GALE AND TIDAL WAVE. The official records of the United States Weather Bureau, which have been made up and



To be clear-headed, sweettempered, and up-headed, one Ayer's Pill every night.

J. C. AYER COMPANY, Practical Chemists, Lowell, Mass.

Ayer's Sarsaparilla Ayer's Pills Ayer's Ague Cure

Ayer's Hair Vigor Ayer's Cherry Pectoral Ayer's Comatone

forwarded to Washington, give some valuable additional information about the storm. Unfortunately, the recording instruments were destroyed or crippled beyond operation about 5:10 c'clock on Sunday evening. The wind gauge recorded a two minute blow at the rate of one hundred miles an hour, and was then demolished by the hurricane, which continued to increase in violence.

The Weather Bureau reports estimate the maximum velocity of the wind at between 110 and 120 miles an hour. It did not maintain this terrific rate for any length of time, perhaps for only half a minute, but it was sufficient to wreck

only half a minute, but it was summer to everything that met its full force.

A journal of the local office of the Weather Bureau contains a report of an apparant tidal wave of four feet, which swept in from the civif some time between 7 and 8 p. m., and at the time the wind veered to the southeast.

MONEY POURING IN.

OVER \$100,000 RECEIVED BY GOVERNOR SAYERS YESTERDAY - REPORTS ON FLOOD SITUATION.

Austin, Tex., Sept. 12 .- Governor Sayers today made the following statement to The Assoclated Press on the flood situation:

Conditions at Galveston are fully as bad as reported. Communication, however, has been re-established between the island and the mainland, and hereafter transportation of supplies will be less difficult. The work supplies will be less diment. The work of clearing the city is proceeding fairly well, and Adjutant-General Scurry, under direction of the Mayor, is patrolling the city for the purpose of preventing depredations. The most conservative estimate as to the number

of dead places it at two thousand.

Contributions from citizens of this State and also from other States are coming rapidly and liberally, and it is confidently expected that within the next ten days the work of restoration by the people of Galveston will have begun in good earnest and with energy and success. Of course the de-struction of property has been very great not less than \$10,000,000-but it is hoped and believed that even this great loss will be overcome through the energy and self-reliance of the people.

SOME OF THE LARGEST GIFTS.

The contributions to-day have fairly deluged the Governor, upward of \$100,000 having been received. Among the large contributors are to noted the Standard Oll Company, with \$10,000; the St. Louis Commercial Club a like amount and the Huntington interests, \$5,000.

This afternoon Governor Savers received the following official report from General Manager Trice, of the International and Great Northern Railway, who is conducting the operations of the relief corps at Galveston:

Houston, Tex., September 12.
Governor Sayers, Austin, Tex.:
Your message of yesterday received. The cars containing the tents and rations were turned over to the barge line this morning and forwarded to Galveston, arrangements having been made for all freight to be handled by barges hauled by tugs from Clinton to Galveston, and passengers by our line to Texas City and by boats from Texas City to Galveston. This is the best arrangement that can be made, and it prevents delay to either the freight or the pas-senger service, for, if we handled the freight with the passengers to Texas City, to transfer from the cars to the boats would cause too much delay to the passenger service. We brought in one train consisting of about three hundred Galveston people to Houston to-day, and will get another trainload to-night, mostly women and children, which will make about six hundred that we will get out of Galveston to-day. The passenger and freight service between Houston and Galveston is all free for sufferers, and we are issuing transportation to all points north are issuing transportation to all points and of Houston to all sufferers not able to pay their L. TRICE.

The following report was also received from Adjutant-General Sourry:

Galveston, Tex., September 12.

Governor Sayers, Austin.

Mayor of Houston ordered Houston military companies here; sixty-five men and officers came. Thirty more come to-morrow. Mayor of Galveston directed me to take command.
Streets patrolled for purpose of preventing thieving. Work of clearing the city proceeding fairly well. Most conservative estimate made of deaths, two thousand. THOMAS SCURRY. Adjutant-General.

DESTRUCTION ALONG THE COAST.

Governor Sayers to-day began receiving reports from various points along the Gulf coast, which would indicate that there has been great damage to property for several hundred miles and that the list of Galveston fatalities and suffering will be largely augmented. Down the coast from Galveston the town of Dickinson was laid waste and five people were killed. The towns of Alvin, Alta Loma, Texas City and Brookshire are wrecked, and hundreds are desti-City and Stafford, just opposite, were demoiished, and the few remaining people at these places have no homes to cover their heads. Bay City, in Matagorda County, is reported wrecked with much loss of life, though no official report has been made to that effect. Patton, Rolliver, Bolivar Point, Quintana, Sugarland, Belleville, Wharton, Fairview, Missouri City, Sar-taria, Arcola and El Campo are all reported heavy sufferers, both in point of property de-stroyed and lives lost.

stroyed and lives lost.

Owing to the fact that the telegraph service is still badly crippled, Governor Sayers cannot ascertain the exact number of dead at the points named, but it is estimated at five hundred.

named, but it is estimated at five hundred.

Reports reaching the Governor show that the
railroads, telegraph and telephone companies
have suffered an immense loss. The Governor
was informed to-day that a number of tugs
from New-Orleans and other available points
had either arrived or were on the way to Galveston, and that by Saturday the transportation
problem would be solved, so far as getting
people from the island to the mainland was concerted.

SMALL CRAFT DAMAGED BY STORM. TWO BARGES DRIFT INTO A LITTLE FLEET AT ANCHOR.

Off the Atlantic Yacht Club house yesterday Colonel William H. Langley's schooner the Comet, with his two daughters on board, dragged her anchor and drifted on the breakwater. The boat was slightly damaged. A passing tug soon towed her to a place of safety behind the breakwater. Harry Payne Whitney's new 76-footer, the Yankee. which was also anchored off the clubhouse, had to be towed to the cove at Staten Island.

Two barges belonging to the Street Cleaning Department, which a tug was taking out to sea, off a partment, which a tug was taking out to sea, off a point near Coney Island swung around under the influence of the wind and tide and ran into a cove where small yachts were riding at anchor. The heavy barges damaged many of the frail craft, and were prevented from doing further damage only by being towed behind the breakwater, where they were swamped.

The meadows at Coney Island and Brighton Beach were flooded, and fishing boats accustomed to the creeks were adrift at large.

At Bath Beach the waves dashed over the bathhouses.

SALVATION ARMY TO SEND A CAR. TWELVE OFFICERS, TENTS AND SUPPLIES GOING TO GALVESTON-GENERAL COL-

LECTION FOR SUFFERERS

Commander Booth-Tucker of the Salvation Army was busy yesterday at the Salvation Army Building, in West Fourteenth-st., perfecting plans for sending a hospital car to Galveston. Staff Captain Lewis announced last night that twelve officers of the organization who have had some experience in hospital work, some being trained nurses, would have charge of this relief expedition. The hospital car, bearing hospital supplies and a lot of tents which have been used by the organization in holding camp meetings, will start from this city tonight or to-morrow morning. The tents can shelter about two thousand persons. One section of the tents will be set apart for orphans, who will be cared for until they can be sent to the various omes where children are received, which are conducted by the Salvation Army.

A special collection will be taken up by the

A special collection will be taken up by the Army's corps in this country for the relief work, and the receptacles used by the Army in gathering in contributions will be seen on the streets to-day. Every penny dropped into the jars will go to swell the fund to carry on the work of helping the Galweston sufferers. The money put in the Army's general collection boxes will also be used for the same purpose. A dispatch was received at the Army Building yesterday from General Booth, in which he expressed sorrow and sympathy for the grief stricken people in Galveston. He sent 25% for helping the afflicted ones. Commander Booth-Tucker also received word yesterday from Mayor Van Wyck approving of the Army's plans for its relief expedition.

BRIGHT HOPES FOR FUTURE. NEW-YORK RESPONDS NOBLY.

GALVESTON WILL RISE-EFFORTS OF OTHERS TO GAIN.

Daily the reports are becoming more numerous that Galveston will never be restored to the condition it was, and its supremacy among the ports of the Gulf. While for the most part those reports emanate from companies and individuals who are interested in the development of land at other points along the coast, yet the idea that the future of Galveston as a port is doomed springs largely from the impression that capitalists will hesitate to spend money in rebuilding a city whose natural situation and formations afford such little protection to property against the elements. Railroad and steamship men in this city are, however, by no means inclined to regard the outlook of Gaiveston as gloomy.

Charles H. Tweed, chairman of the Board of Directors of the Southern Pacific Railroad, denied the reports that his company intended to abandon Galveston and establish instead a terminal at New-Orleans. He said he felt sure that the company would repair the damage done to its property at Galveston and proceed with the docking and other improvements which had been planned.

"Although this disaster has been a serious one," Mr. Tweed continued, "I do not think that it will mean the end of Galveston as an important shipping port. No definite reports have been received as to the extent of our losses there. The two piers already completed on the property of the Southern Pacific were certainly badly damaged. Any esti-mate of the amount of damage would be only a guess, but I should say that it would fall below \$400,000. Three hundred and fifty thousand dollars had been spent on the piers, and \$75,000 paid for a short line from Galveston to Houston, which was destroyed

"Galveston possesses many natural advantages. "Galveston possesses many natural advantages, and the business of our company in that port will go on. New-Orleans also possesses advantages, and there will always be shipments from that port. The relative amount of shipments between these ports depends not on the will of any set of men, but upon geographical position and commercial facilities. Galveston is the natural outlet for much of the grain and cotton raised in Texas, as well as for many California products shipped to Guif and Atlantic ports. Its position as a commercial centre is therefore assured. The Government has spent a great deal in improving the harbor, so that large ships are now able to cross the bar and dock at the city."

A. F. Walker, chairman of the Board of Directors A. F. Walker, chairman of the Board of Directors of the Atchison. Topeka and Santa Fe, also expressed the opinion that the city would be thoroughly restored as speedily as the rebuilding could be accomplished. "Galveston," said Mr. Walker, "has, of course, suffered a serious blow, and with the city covered with mud and wreckage, it is easy to prophesy evil for its future. But two weeks will suffice to clear the wreckage and clean the streets, got the dead buried, and a careful estimate of the actual loss. This loss is tremendous, there can be no doubt, but it has very likely been grossly exaggerated. Galveston will be rebuilt, and quickly, because the site combines the greatest natural adventages as a Guif port and has solid commercial backing. It is imperative that we have a port on the Guif—the extent of shipping demands it. Galveston will be rapidly rebuilt."

MALLORY LINE TO KEEP ITS TERMINAL.

MALLORY LINE TO KEEP ITS TERMINAL. Henry R. Mallory, of C. H Mallory & Co., ownthe future of Galveston yesterday said:

Texas will naturally seek an outlet through a Texan harbor. There is no harbor in Texas equal to the harbor of Galveston. If the city were wiped out some man with money would begin to build there.

Locally, Galveston has suffered great loss, which

Locally, Galveston has suffered great loss, which

is not covered by insurance, but the disaster has not rebbed the city of its value as a port."

In answer to a question as to whether the danger from a similar storm might not be obviated by rebuilding on the mainland, he said: It would not be practicable to rebuild Galveston on the inner shore of the bay. There is no better location for the city than its present one.

The Mallory Line, he said, had no intention of abandoning Galveston as a terminal port.

DEATH IN STORM'S WAKE,

MAN KILLED IN BROADWAY BY A FALL ING POLE-GALVESTON'S WIND ARRIVES.

The arrival at this city yesterday of the windstorm which devastated Galveston resulted in the death of the man-Charles Durfield, twenty-three years old of Birmingham, Ala. He was killed at Broadway and Duane-st, by the breaking of an upright pole supporting a Bryan and Stevenson banner, just as the storm was reaching its height.

The accident occurred at 9:25 o'clock Durfield was walking past the spot at the time with his brother, William Durfield, twenty years old, of Birmingham, and William Latham, twenty-three years old, receiving teller of the People's Bank, of Birmingham. A fragment of the pole, standing on the northwest corner, which had been broken off the top by e wind, struck Durfield squarely on the tute. Richmond is so badly demolished that it head, crushing his skull and causing instant death. will require weeks to clear the town. Missouri | His brother and Latham were both struck, also, and knocked unconscious. Latham did not recover for some time.

The body of Durfield was carried into a store. Later it was removed to the Leonard-st. police sta-William Durfield quickly revived, but was so badly dazed that he could tell nothing about himself or his brother until after he had reached the station, where he went with the body. Later he went to the Coroner's office and got a permit to have the body removed. It will be taken to Birmingham. The father of the dead man is connected with the Louisville and Nashville Railroad at Birmingham.

WERE IN TOWN ON A VACATION. The three young men were taking a vacation. They came here yesterday from Niagara Falls and Syracuse, and were walking up Broadway to the

St. George Hotel at the time of the accident. New-York received the hardest part of the storm. At no place along the coast did the wind reach so high a velocity as here. From 9:55 to 10 a. m. it blew sixty-five miles an hour.

The wind from 9:30 a. m. until noon was from the west. In the afternoon it worked around to the northwest. Reports indicate that the radius of the storm was five hundred miles, and it is estimated that when the maximum was reached here there was a good stiff gale two hundred miles out

Although the wind was stiff, owing to the humidity, the day was uncomfortable. At 8 o'clock last evening, however, the humidity had decreased materially, and at 10 o'clock the thermometer recorded only 72 degrees, a drop of 13 degrees from 11 a. m. It is believed the storm broke the long spell of hot weather, and that cooler weather is near. This will be welcome after the long, hot summer. The forecast is for fair and somewhat cooler

weather with north to west winds for to-day and

to-morrow. ROUGH TOSSING IN THE HARBOR. The storm kicked up quite a sea in the upper and lower bays. The water dashed over the Battery sea wall and driftwood was piled on the grass. The small sidewheeler Hazel Kirke, which grass. The small sidewheeler Hazel Kirke, which transports immigrants from ocean steamers to the Barge Office, started for Ellis Island and was swept into the North River some distance out of her course. The steamer Little Silver, of the Patten Line, and the Liberty Island boat Bay Ridge were obliged to leave their wharves because of the danger of smashing against the sea wall. The passengers on the Staten Island ferries found the forward decks too wet for comfort. The Angler was the only one of the fishing boats that ventured out.

was the only one of the fishing boats that ventured out.

The marine observer at Highlands reported twenty sloops at anchor in the Horseshoe at Sandy Hook. One had dragged her anchor and went ashore. August Belmont's steam yacht Scout and the seventy foot racer Mineola were at Sandy Hook in the morning. The Mineola was compelled to run up the bay under jib sail. The Scout steamed to the New-York Yacht Club station at Atlantic Highlands. The schooner Fearless, Captain Grant, of Asbury Park, went ashore in the Horseshoe. It was believed that no damage would result, as she rested easy on a mud bottom.

The wind played havoe at Fire Headquarters. A heavy canvas, which covered the glass roofed room in which is the fire alarm telegraph, was torn away.

HERALD SQUARE THEATRE BENEFIT. Manager Samuel S. Shubert, of the Herald Squar

Theatre, announced last evening that the process from the matinee and evening performances "Arizona" yesterday amounted to \$1,007 25. Of the sum 25 per cent goes to the Galveston flood suf ferers, through "The New-York World." On Priday a benefit performance will be given at the same house by "The New-York Journal." and 50 per cent of the proceeds will go to the sufferers.

AN M. P. GIVES \$5,000.

Liverpool, Sept. 12 .- R. P. W. Houston, Memher of Parliament for the West Toxteth Division of Liverpool, and head of the Houston Line of steamers, has cabled £1,000 to Galveston, for the relief of the sufferers.

RAILROAD AND SHIPPING MEN THINK MORE THAN \$80,000 RAISED FOR SUF-FERERS IN TWO DAYS.

> FUND FOR THE RELIEF OF THE TEXAS VICTIMS WILL SPEEDILY PASS THE 2100,000 MARK.

New-Yorkers have already raised between \$80,000 and \$90,000 for the Galveston sufferers, and have only got started. This is the work of just two days, and the subscriptions have been forwarded in nearly all cases without even a personal re-quest being made for them. When the systematic work of solicitation and collection gets fairly under way, a system which the Merchants' Association has organized, the \$100,000 mark will quickly be passed, and New-York will uphold her record as a giver in time of calamity whose generosity is in proportion to her wealth. So many different funds have been started for the victims of the Texas hurricane, and subscriptions kept coming in so late last night, that absolutely accurate figures of the grand total were impossible to obtain. The Relief Committee of the Merchants' Association received additional subscriptions sufficient to bring its fund up to \$24,761; the Mayor's fund was swollen to \$3,132; the Cotton Exchange fund reached \$4,700; the Mercantile Exchange fund \$2,000; the Produce Exchange fund \$5,000; "The Newark (N. J.) Evening News" fund \$4,000, and "The New-York Journal" fund \$5,176 60. The Board of Directors of the Southern Pacific Railway gave \$5,000 direct; the American Steel Hoop Company, the American Tin Plate Company, the National Steel Company and the American Sheet Steel Company, \$10,000 together; the Royal Baking Powder Company, \$1,000, and the Provident Savings Life Assurance Society, \$1,000. "The Christian Herald" received \$200 from the Rev. Dr. Talmage and his wife, which was forwarded. Moore & Schley, bankers, sent \$500 direct. The Tribune received and forwarded to the Governor of Texas \$10 from Moses Lyman, \$25 from H. G. Bell, \$10 from F. B. Littlejohn, \$25 from J. P. Wilkinson and \$25 from James M. Spears. The Trib-une also received \$5 from William S. Ryan and \$1 from "E E. E. and G," which has been turned over to the Merchants' Association. These sums, together with the previously reported subscriptions, such as \$10,000 from the Standard Oll and several others of \$1,000 each, easily exceed in the aggre-MERCHANTS TO SEND SUPPLIES.

tion deposited with the City Trust Company yeserday, in the name of John D. Crimmins, treasurer of the committee, \$12,411, received up to that The secretary thereupon telegraphed that fact to Governor Sayers of Texas, saying: "Kindly advise without delay through which bank you will draw for this amount, subject to your order." The committee will make another deposit of funds this morning. The committee met in the after-noon and appointed William F. King, chairman of the Purchasing Committee, with power to add to the number of that committee from time to time, to buy such things as are needed. Mr. King announced on this committee John C. Eames, J. Howard Sweetser, George C. Clarke, Charles H. Webb, John C. Juhring, T. W. Ormiston and Sam-uel W. Fairchild. This committee at once got to work, purchasing disinfectants of all kinds, drugs, 1,000 cases of canned goods, soups, etc.; 1,000 cases of assorted food products; clothing for men. women and children, and other necessities to feed those sick and ill in Galveston.

The shipments will be made to-day by the Morgan Line steamer leaving Pier No. 25, North River, at North Moore-st., at 3 o'clock sharp. Ed-win Hawley, on behalf of the Southern Pacific Company, which controls that line of steamers, says that goods marked "Relief Committee, Galveston, Tex.," will be carried free and rushed through from New-Orleans by the quickest and most available route. Persons desiring to ship in this way should send their goods to the Morgar Line plet as early in the day as possible, and in-form William R. Corwine, secretary of the committee, care of the Merchants' Association, No. 346

Broadway, of their shipments. Charles K. Adams, president of the Lumber Association, informed the committee that he would solicit subscriptions among the trade which he represents. The New-York Condensed Milk Company have contributed 200 cases of forty-eight ting each of condensed milk.

MERCHANTS' ASSOCIATION FUND.

Here are the subscriptions received by the Merchants' Association up to date: Winslow, Lanter & Co.
Heidelbach, Ickelheimer & Co.
F. Boots & Bro.
New York and Pennsylvania Company.
Hadden & Co.
G. Sidenberg & Co.
Mable. Todd & Bard.
Church & Dwight Co.
Hanson & Green.
R. M. S. Max Holtz
John D. Crimmins, Jr.
John D. Crimmins, Sr.
Hans Rees's Sons.
Cone Export and Commercial Company. A P. Eckert
Cromwell Bros
Gutta Percha and Rubber Manufacturing Company
Linen Thread Company
David Wile
Cary Manufacturing Company
Alfred H. Smith
B. Riumenthal & Co.
Indore Hammerslough
Rothstein Bros & Ryttenberg
Danforth, Clark & Co.
Wechsler, Laufer & Co.
W. B. Conrad & Co.
Remy, Schmidt & Pielsaner
Wilmerding & Bisset
Francia I. Leland,
W. & J. Sloane
A. D. Lothrop, Br. Iselin & Co. W. Devoe and C. T. Raynolds Company... H. Kent. leimann & Co.

Stratz

B. Schenck (mercantile)

C. Roumage & Co.

armer Bros. Company

J. De Berard.

Instrum Skrit Manufacturing Company

schafin & Bossak

Illivan, Drew & Co.

unt & Janvier

J. Arbib & Co. Prederick Butterfield & Co.
C. H. O. (gash)
J. F. V. N. (cash)
E. B. E. & G., through The New-York Tribune D. E. (cash)
S. (cash)
Greenwald & Co.
Herrman, Sternbach & Co.
A. A. Cassar & Co.
Joeninghau & Curtiss
Geninghau & Curtiss
Geninghau & Morris & Mitchell

A B B
Robert G Langdon
George W Quintard.
William Allen Butler
P. L. North & Son.
Alfred T White
J. E. Whitaker
Carl Gutmann & Co.
Bruce & Cook
Roger Lamson & Co.
Ve Guerin & Fils.
A M Ake G. Corret Co.... es Hathaway & Co E. McMurty.... P. Reighhelm & d. Hartley Co. Fritz Handrich & Sop. Henry W. Slocum. George L. Elliott. Andrew McLean Co. Angelica P. Faber. G. W. Faber. G. W. Faber. W. Faber.

sympathy'
incher & Simons.

imployes A. L. & Co.

scott & Rowne
A. D. Julillard & Co.

Francis H. Leggetf & Co.

Enoch Morgan's Son Compa
Harvey Fisk & Sons.

Pliny Fish:
The Braditrect Company.

The Braditrect Company.

Condit. Bradefreet Company,
Ilam Openhym & Sons.
er, Merrall & Condit
Ilam Alexander Smith.
sh, Finlay & Co.
ppenheimer & Levy.
wenstein Bros.
iry C Kelley & Co.
inkanatein Son & Batteiheim.
or Bros. & Co.
R W McGovern.
ve & Co.
Chapin & Bushnell.
Nutte & Co. P. T. Adams. C. G. Gunther's Sons. Oelbermenn. Dommerich & Co. Henry Morcenthau. Creighton & Burch. SIR THOMAS LIPTON SENDS \$1,000.

Miss Clara Barten, president of the American National Red Cross, will leave Red Cross head-quarters in Washington to-night for the scene of the disaster in Texas. She will be accompanied by six members of her staff, including Mrs. Ellen Spencer Mussey, third vice-president of the Red Cross, and fixe experienced men. This will be Miss Barton's eighteenth Red Cross relief field in the last nineteen years. The Red Cross will respond promptly to every demand, and remain in the field so long as the need exists and funds are available. W. W. Howard, manager of the local branch, says the Red Cross will make its first shipment of supplies from New-York by special relief train on Saturday night, September 15. Contributions of clothing, provisions and other supplies for this first shipment will be received at Pier N. Z. North River, up to 2 p. m. on Saturday. All boxes and narcels should be marked "Red Cross, Texas Relief Fund." Persons in this city desiring to have Bed Cross wagons call for their contributions should at once inform the Red Cross Texas Relief Fund, No. 156 Fifth-ave.

Contributions in money should be sent to the office, at No. 156 Fifth-ave.

Surgeon-Major-General J. Adelphi Gottlieb, of No. 36 West One-hundred-and-fourth-st... commandant director-general of the National Volunteer Emergency Service Medical Corps, has sent his adjutant-general and chief-of-taff to Galveston to ascertain the best methods of relief and to study the conditions there.

A party of twelve Salvation Army officers in charge of Brigadler Stillwell will go to Galveston to take part in relief work Mayor Van Wyck yesterday announced the receipt of many subscriptions in addition to the \$1,000 received on Tuesday. The Mayor is sending the money received directly to the Mayor of Galveston. One subscription received yesterday was from Sir Thomas Linton for \$1,000. The list is as follows:

4	Previously acknowledged\$1.00
- 1	Sir Thomas Lipton 1,00
. 1	Louis A. Ripley 10
	Roessier & Hasslacher Chemical Company 10
1	
	John C. Weaver
	Dr. S. J. Meltzer
	Bird S. Coler
	A. J. Loons.
	Findler & Wibel 2
91	Sons of Israel, by Matthew Bernheim, president . 2
	J Archibald Mureay
9	Joseph Loth 10
5]	C P. Gennerich & Co 10
	Herman F Rogers 1
81	Dobart W King
84	Thomas K. Morton
ш	Eleanor L. Patterson
22	Charles W. Church, Jr
31	Albert Levine
23	Edward Barnes
91	United Wine and Trading Company, through Hy.
	Von Minden. By the following employes of the Morton Trust Com-
	pany: H. B. Berry, Charles Barlow, F. Waiter Delmar, E. E. Varet, James G. Murphy, George
	Dalmar E E Varet James G. Murphy, George
SI	W Williamson E C Hinsdale, F. T. Sherman,
ы	W. Williamson, E. C. Hinsdale, F. T. Sherman, jr., C. F. Bruder, jr., W. Kirkpatrick Brice, E. A.
ш	
82	
60	
'n	
31	J. C. Geoghegan, W. M. Weinnt, W. L. Murray,
	John J. Lewis, A. A. Welant, W. L. Murray, J. C. Geoghegan, W. M. Welant, W. L. Murray, A. H. Campbell and James I. Burke.
\$	
	Edward L. Brown. Cash
•	
1	Edward Smith . The New-York Times".
31	Edward Smith. Barron P. Du Rois, through "The New-York Times". Gustave L. Becker, through "The New-York Times".
9	
*	G. T. Matthews & Co
	G. A. Marine Mar
	Total\$3,13
	EXCHANGE MEMBERS GIVE FREELY.
	BACHARON MANAGEMENT

what was already known about their steamer he Alamo, reported to be on the Pelican Island flars in Galveston Harbot. One dispatch was received. That was from Captain Hix of the Alamo, and was sent Sunday. The contents were merely confirmatory of news already received. The dispatch states that the vessel was lying in an easy position in eight feet of water on the flats, and that the stern had been stove in by the steamer Red Cross. Other dispatches more clearly defining the condition of the company's property are thought to be on the way. The company, which is being inundated with letters and telegrams of indulry, is making strenuous efforts to reach Galveston by telegraph.

Two of the Mallory boats—the Sabine and the Lampass—are now on their way to Galveston, and no more vessels will be started until it is known definitely that the facilities are adequate for taking care of the freight.

The steamer San Marcos, which should have sailed yesterday, was held in port. On beart the San Marcos are five hundred harrels of provisions, clothing and bedding for the relief of the sufferers. They are being sent by 'The Journal.' At noon on Tuesday the New-York Mercantile collect funds for the relief of the Galveston flood

a committee of six to invite and receive subscrip-The committee consists of President Ru dolph Keppler, Ernest Groesbeck, J. D. Probst and E. B. Maben, of the Governing Committee, and H. H. Hollister and George D. Mackay. Mr. Mc-Clure, the secretary of the Exchange, was authorized to acknowledge all subscriptions received.

So well responded to was the subscription list opened upon the New-York Cotton Exchange that at the close of business yesterday the total contributions amounted to \$4,700. During the day Superintendent King of the Exchange received the following telegram from J. H. W. Steel, chairman of one of the relief committees at Galveston:

Thousands dead. Entire city destitute. Fevers threaten to wipe out all living. Send us by special train disinfectants, prepared goods, hay, grain, anything that can be used for man and beast. Call on railroads for special service, and wire us credit for all moneys possible. Our needs worse than St. Louis cyclone.

had been wrongly delivered to Superintendent King instead of to William F. King, president of the Merchants' Association, a copy of the message was

COTTON EXCHANGE CONTRIBUTES.

Latham, Alexander & Co.
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Cern Exchange Bank
J. J. Chew
Hubbard Brothers.
Gwathwar & fund were: Hubbard Brothers.
Gwathmey & Co
Woodward & Stillman
Imman, Swaann & Co.
Robert Moore & Co.
Atwood, Violett & Co.
Ctapman, Selter & Allen
J. H. Parker & Co.
Charles D. Freeman & Co.
John F. Hack.
Hopkins, Dwight & Co.
Henry Hentz & Co.
Charles F. Green.
Geotge F. Jones.
J. S. Bache & Co.
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Edward C. Cone.
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C. Maybaff.
A. A. Fatman.
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Otto Magnus. N. Herrman
C. F. Schneiker
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Walter T. Miller & Co.
Lehman Bros
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J. H. Garrison.
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THE WILSON DISTILLING CO.

Gustav Lindenmeyr John Rheinfrank J. A. Morschhauser Henry Blackman Muncie Pulp Company

C. S. Guthrie, president of the American Steel Hoop Company, on behalf of that company, the American Tin Plate Company, the National Steel Company and the American Sheet Steel Company, to-day telegraphed to Governor Sayers of Texas authorizing him to draw on those companies to the extent of \$10.000 for the relief work.

"The Newark (N. J.) Evening News" began a relief fund on Monday. The fund in two days has reached the four thousand dollar mark and subscriptions are still coming in. One subscription of \$2,500 from the Mutual Benefit Insurance Company has been received. The Southern Pacific Railroad Company contributed \$5,000. Charles H. Tweed, second vice-president and chairman of the Board of Directors, wired Governor Sayers as follows: "You may draw upon the Southern Pacific Company for \$5,000 to be expended for relief work as you may deem best."

The Royal Baking Powder Company sent the following message to Governor Sayers: New-York, September 11, 1999.

Hon. J. D. Sayers, Governor of Texas, Austin, Tex.

Please make sight draft on this company for
\$1,000 for the relief of the Galveston sufferers.

ROYAL BAKING POWDER COMPANY,
No. 100 William-st., New-York. The company received the following reply: Austin Tex., September 12, 1906.
Royal Baking Powder Company, No. 106 Williamst, New-York.
Telegram received. Have drawn as instructed.
Very many thanks for the generous contribution.
JOSEPH D. SAYERS,
Governor of Texas. The Provident Savings Life Assurance Society, No. 346 Broadway, sent the following: No. 36 Broadway, Status Care and Care a By direction of the president all agents of the Southern Express Company have been instructed to receive and forward free contributions of money and clothing. All such shipments must be ad-dressed to a properly constituted relief committee of that State and clothing. All such shipments must be addressed to a properly constituted relief committee of that State.

Wells Fargo & Co. announce that they will carry both goods and money for the sufferers free of charge from any of its offices in the country.

Jefferson McWilliams, president of the Manhattan Delivery Company announced that his company would gladly call at any home in Manhattan for relief goods and deliver them free of charge to any point that the Merchants' Committee might designate for shipment.

J. H. Brunnell & Co., of No. 29 Park Place, have sent a check for file to J. B. Tattavall, of 'The Telegraph Age,' to start a fund for the benefit of the telegraphers who have suffered by the Galveston disaster. reston disaster.

The Chamber of Commerce will hold a special meeting at 12:30 o'clock to-day at No. 34 Nassaust to express its sympathy and take such action as may be deemed best to provide practical assistance and relief.

SOUTHERN PACIFIC GIVES \$5,000.

RED CROSS RESPONDS PROMPTLY

Miss Clara Barton, president of the American

THE SAN MARCOS HELD IN PORT

Galveston learned little resterday in addition to what was already known about their steamer his

Dr. Lyon's

PERFECT

Tooth Powder

AN ELECANT TOILET LUXURY.

Used by people of refinement

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\$85—\$125. Grands, \$175—\$300

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A restorer of the Vital Forces. Vin Mariani is

a perfectly safe and reliable diffusible tonic and stimulant, it gives strength and vigor to body, brain and nerves; it fortifies against disease; it nourishes, sustains and refreshes the entire

The owners of the Mallory Line of steamers to

National Red Cross, will leave Red Cross head

The members of the Produce Exchange met, and in a few minutes subscribed \$6,000. The money was forwarded forthwith to the Governor of Texas. Exchange appointed a committee of three men to sufferers. Within twenty-four hours ending at neon terday \$2,000 had been coll

The Governing Committee of the New-York Stock Exchange met yesterday afternoon and appointed

As some doubt existed as to whether this telegram

immediately forwarded to the last named.

Among the contributors to the Cotton Exchange

system.

Refuse Substitutes CARPET CLEANING. ESTABLISHED S53 WEST 54TH ST.
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